

## REPORT

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THIS IS UNEVALUATED INFORMATION

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2. "At present, early 1951 shipping facilities at the Port of Mucuripe, Fortaleza are far from ideal; however, the Brazilian government has appropriated Cr \$65,000,000 (US \$3,250,000), to improve this port. This money is in addition to the US \$300,000 already expended on this port. At its present state of completion, the port has a large rip rap protecting breakwater and a large earth fill with a concrete pier 1200 feet long. Small boats of the 3000 ton class can tie alongside the concrete pier; it is necessary to load larger craft by lighters. One of the projects requiring completion is dredging the harbor to a depth of 30 feet allowing boats of the 5000 ton class to tie alongside the concrete pier. There is an antiquated dredge in the harbor and dredging will proceed as soon as model studies of silting characteristics of the harbor currents and necessary prolongation of the protecting rip rap breakwater is completed.

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- 1 to 5 years will be required for completion of the port. They have purchased two  $2\frac{1}{2}$  ton cranes for loading cargo. The various oil companies, Esso, Shell, etc have pipeline connection from the dock to storage tanks on shore. There are no warehouses on the wharf and goods are stored in the open. The dock is served by rail and highway.
4. "In 1949, this port handled 260,000 tons of cargo. Exports are chiefly cotton and vegetal oils; imports are mainly machinery and equipment. More than 10,000 tons of fuel oil were imported thru this port and 1150 tons of magnesite and 3300 tons of bagged gypsum exported in 1949. At present early 1951 there are no facilities for loading bulk materials. Generally export materials were bagged and lightered to ship."

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